



FALL 2002

New Roads Ease Traffic Congestion In Hillsborough And Conway

NH ROUTE 9 BYPASS AND NORTH-SOUTH ROAD HELP RELIEVE BOTTLENECKS

They had been talking about a NH Route 9 bypass in Hillsborough since the 1950's and the seasonal traffic back-ups in North Conway are legendary.

Now motorists living near and passing through the two New Hampshire towns have driving options that should go a long way towards easing congestion in both communities.

The five-mile long, \$33 million Hillsborough bypass project took four years to build and includes nine bridges and two interchanges.

"It's been a long time coming," Governor Jeanne Shaheen told a crowd gathered for a ribbon-cutting ceremony on August 7. "You know what a difference this will make for your community."

According to an editorial in the *Keene Sentinel*, the Hillsborough bypass and other improvements along Route 9 "...should produce safer travel while strengthening the economic, cultural and political ties among different parts of the state."

Conway residents were equally excited about the opening of the new 2.8 mile North-South Road on August 30.



The new five-mile, \$33 million Hillsborough Bypass road peacefully awaits traffic one day before it was opened to traffic on August 8.

"It's very important...very historic," David Emerson of the Conway Historical Society told *The Conway Daily Sun*. "We will think of Conway history as before and after the North-South Road. It's been such a bottleneck for so long, with no alternative routes. If you can take 8,000 cars off Route 16, that's pretty significant."

The \$10 million North-South Road project is Phase 4A of the nine phase Conway Bypass Project.

At an August 30 ribbon-cutting ceremony, NHDOT Commissioner Carol Murray said the new road represents "a true collaboration between the state of New Hampshire, the citizens of Conway and visitors to this region. It's a pleasure to deliver a road that fits with the character of a community I remember (as a child)."

NHDOT district construction engineer Jim Bowles said the design of the road varies according to the setting, with sidewalks and ornamental street lights on the village end and a more open road to the south.



It didn't take area motorists long to check out the new North-South Road in Conway after it was officially opened on August 30. In this photo they share a section of the scenic 2.8 mile road with a bicyclist.

(additional photos on page 19)



**Commissioner's
Corner**
by
Carol A. Murray

Editor's note: This is edited testimony presented by Commissioner Murray to the U.S. Senate Environment and Public Works Committee on September 19, 2002.

Why Environmental Streamlining?

I can readily identify the reason that I and my counterparts nationally consider environmental streamlining so significant.

The public has asked their transportation agencies to provide this nation with the mobility critical for their quality of life and economic vitality. The same public also wants the environment preserved and protected. The only way to accomplish these twin goals is for transportation and environmental agencies to work cooperatively. The public looks to all these agencies to implement the programs and policies provided by elected officials with an open, trusting, balanced and communicative spirit.

I am not convinced that the public's vision, or that of their elected officials, is being implemented very well by the various agencies involved.

The concept of environmental streamlining was not conceived to put environmental preservation and enhancement as a secondary or minor interest in the development of public transportation projects, but rather to encourage early discussion, involvement and decision making by the agencies with environmental and transportation duties. To the degree the public agencies can work to provide well-balanced projects in a timely way, then the public's voice is being heard.

Over the last two reauthorization bills, Congress set a new direction for transportation. Transportation agencies moved into a new era. With some resistance, we realized that mobility for the future was not just highways; instead choices in modes of transportation and connections between modes are now a focus.

Congress also said that to develop the best projects for this country, the participation of local communities, regional planning agencies and the public must be encouraged and their voice heeded.

What is frustrating is the reluctance of the environmental community to recognize this change.

It is disheartening that the resource agencies have not championed and joined our early involvement and commitment to transportation project planning. We have found reluctance to engage in working toward a mobility solution that balances the various public needs in a fiscally responsible way.

You have all heard about the Interstate 93 widening project in New Hampshire.

This project impacts an estimated 70 acres of wetland over 19 miles of widening of an existing interstate highway. Proposed mitigation for this project includes 650 acres of land purchase and wetland creation at a cost estimated to be \$15 million, along with a \$3 million technical assistance program for local communities to assist in developing local land use regulations that reflect their future vision for their communities.

The EPA submits that a mitigation package of approximately 3,500 acres at a cost of upwards of \$50 million is needed. Additionally, to their reasoning, the highway widening should include implementation of rail service from Manchester to Boston. They overlook the initiatives being proposed with the widening that include enhanced and expanded bus service between New Hampshire and Massachusetts, accommodations for bicycle travel, the inclusion of intelligent transportation systems technology, and reservation of space for a potential transit system, all within the highway corridor as part of the widening layout.

The things the EPA proposes are good things. The question is whether the limited transportation budget can afford all these things and still address all the other transportation needs statewide.

Why environmental streamlining? Because all agency implementers of elected officials' laws need to work together to effectively, and in a fiscally responsible way, respond to public needs.

Above all, we need a process that includes early involvement that is consistent, trust-based and cooperative; a process that is streamlined, inclusive and balanced; a process that results in a transportation system that is efficient, cost effective, environmentally sensitive, and in keeping with public expectations. Certainly this is our challenge and our goal. Hopefully the environmental community can join us in meeting this goal.



*Committed to Excellence,
Safety, Innovation, and the Future.*

Fall 2002

Governor.....Jeanne Shaheen
Commissioner.....Carol Murray
Assistant Commissioner.....Gilbert Rogers
On the Move Editor.....Bill Boynton

PRINTED ON RECYCLED PAPER

New And Improved Springfield Rest Area On Interstate 89 Welcomes Tired Visitors ***\$3.3 Million Dollar Facility Features Larger Building And More Parking With A Scenic View***

There is a new gem on the State of New Hampshire's growing list of new and improved Welcome Centers and Rest Areas.

The new Springfield Information Center, north of Exit 12A on Interstate 89, was officially opened on October 7 with a ribbon-cutting ceremony. Executive Councilor Ray Burton congratulated the NHDOT for a facility that promises to promote a positive impression of the State of New Hampshire for all who stop there.

The new 6,000 square foot Springfield Rest Area building replaces a much smaller and outdated building (photo below right).

The attractive new facility has a wood and granite theme and features both inside and after-hours restrooms, a vending area, office space and additional storage for lawn care and snow removal equipment. Visitors to the lobby area have a panoramic view of a lake and mountains through large windows. On cold days they will be warmed by a nearby woodstove.

Parking at the information center was reconfigured and increased from a total of 24 spaces to 65 spaces. The \$3.3 million project also included the removal of a significant amount of unstable rock, the reconstruction of the northbound on and off ramps, and new drainage and landscaping throughout the project.

Jeff Shute (Public Works) and Mike Fudala (Highway Design) were NHDOT project managers. Tim Chapman (Construction) was contract administrator and Tim Davis (Public Works) served as clerk of the works.

The Springfield Rest Area will be maintained and staffed by Highway Maintenance District 2 personnel.



The new Springfield Rest Area will continue to offer a welcome break and memorable views of New Hampshire to its visitors.



This is a postcard photo of the former Springfield Rest Area building, probably taken during the 1970's.

From the Architect's "Design Concept":

"The project reflects a great deal of care with design and detailing, from its utilization of its site, perched on a steep hillside with long views across valleys and mountains, to its well-crafted and expressive detailing. The materials were selected and assembled to show the natural union of granite and pine of the building's setting.

From a practical standpoint, masonry was selected as the primary material to satisfy the State's requirements for low maintenance, good value and longevity. Seeming to grow out of its mountain, the building draws the visitor to its portico shelter to take in the incredible mountain vistas to the north and west. Inside the building, winter travelers are warmed by the woodstove and enjoy the cinema of the changing seasons through enormous windows.

Our visitors leave with a sense of the heart of New Hampshire and continue their journey."

Cooperative Effort Helps Restore A Valued Saltmarsh On New Hampshire's Coastline

It began as simply a resurfacing project on NH Route 286 in Seabrook near the Massachusetts border.

But thanks to a cooperative effort between state, federal agencies and the Town of Seabrook, it ultimately turned into a successful project that should also help significantly restore a nearby degraded saltmarsh.

In addition to being attractive to look at, healthy saltmarshes are an important natural resource that improve water quality for coastal waters while providing habitats for fish, birds and other wildlife. Without significant tidal flow, a saltmarsh can become degraded, making it a breeding ground for mosquitos and invasive plants.

According to Deborah Loiselle, a Senior Environmental Manager with the NHDOT's Environment Bureau, a key to improving the tidal flow at the affected saltmarsh off Route 286 was to replace a metal culvert with a larger concrete box culvert.

Loiselle, Kevin Prince of the NHDOT's Bureau of Highway Design, and Adam Chestnut, of the Construction Bureau, worked to make the improvement possible in coordination with the Coastal Wetlands Bureau of the Department of Environmental Services, the Office of State Planning and the Seabrook Conservation Commission. Representatives of the groups met several times and also agreed to increase the size of a circulation ditch as part of the project.

"This project was a great example of a cooperative effort between state, federal and local officials that not only improved a section of state highway, but is also helping to restore a valuable saltmarsh on New Hampshire's coastline," Deb Loiselle says.

"It was really a painless process. I would do it again," Loiselle adds.

The total cost of the restoration project was \$164,165, with federal agencies contributing 80% of the funding.

...Before



...and After



Thanks to a cooperative effort between the NHDOT and other state and private agencies, a damaged saltmarsh on the New Hampshire coastline in Seabrook is returning to better health.

The eight-acre saltmarsh had degraded and was under attack by a species of invasive plants.

A NHDOT resurfacing project on NH Route 286 in Seabrook included the replacement of a metal culvert with a larger concrete box culvert to improve tidal flow that's necessary to maintain the delicate ecological balance.

The project, which also included increasing the size of a circulation ditch, was completed this summer.

NHDOT Joins The World Of Video Conferencing Capability

LINKING TO OTHER SITES EXPECTED TO IMPROVE TRAINING AND SAVE TIME AND \$\$

Mary Kulacz now has a little idea what it feels like to sit at a television news anchor desk.

At 9:01 am on August 22, the NHDOT's Technology Training Coordinator pushed a button and calmly introduced herself on camera to people at four other locations across town and across the state in Littleton, Durham and Concord.

The get-acquainted session with both people and equipment in the Granite State Distance Learning Network was the start of what promises to be a new era of communication capability for the NHDOT, both in-state and beyond.

"Ultimately, we will be able to connect to anyone anywhere who has video conferencing capability," says Kulacz, who is clearly excited about the possibilities. "It will be a time, travel and money saver for holding meetings and training sessions."

The video conferencing equipment became available to the NHDOT through a Federal grant pursued by the Town of Littleton. Currently set up in the NHDOT's Technology Training Center, the equipment also includes a "document camera" and a "smart board", an interactive touch screen that can be connected among various sites.



NHDOT Technology Training Coordinator Mary Kulacz (left) and Daniel Dufour, a Technical Support Specialist with the Department of Resources and Economic Development, participated in a trial session of a new video conferencing network on August 22. The NHDOT-based site was linked to other sites in Concord, Littleton, and Durham and has a wide range of potential training uses.

For more information on the NHDOT's new video conferencing capability, contact Technology Training Coordinator Mary Kulacz at 271-3100.



NHDOT Bicycle/Pedestrian Website Goes On Line

Bicyclists and walkers in New Hampshire now have a valuable new internet tool to turn to for all kinds of helpful information.

"NHBIKEPED.COM is devoted exclusively to New Hampshire's cyclists and pedestrians and offers visitors a collection of information and resources to plan their leisure time," says Tom Jameson, the NHDOT's Bicycle Pedestrian Transportation Coordinator.

The new website includes:

- *News and Events.* Meetings, events and information of interest to cyclists and pedestrians.
- *Safety Information.* Including helpful tips, New Hampshire laws and rules of the road.
- *Interactive Bike maps.* View regional and city maps online or print them for your next trip.
- *Featured Tours.* Suggested regional bicycle tours including interactive maps and route photos.
- *Links* to other bicycle and pedestrian websites.

"The Internet is an ideal way for the Department of Transportation to offer bicycle and pedestrian information to the public," explained Tom Gilligan, webmaster for the NHDOT website. "This new website is designed to meet the needs of cyclists in New Hampshire, with information for the recreational user as well as those who use bicycles as an alternative mode of transportation."

To access the new NH Bike/Ped website from your browser, simply enter www.nhbikeped.com.



A Wintry Inspection Of The Cog Railway....In July

Editor's Note: NHDOT Rail and Transit Track Inspector John Robinson and Railroad Operations Engineer Brian Lombard scheduled the annual inspection of the Cog Railway in early July. Brian has this account of both the challenging job and the winter-like weather.

The Cog Railway is 3 miles long and climbs to the summit of Mount Washington on the second steepest railway track in the world. It was constructed in 1869 and was the first mountain climbing railway. The Cog Railway traverses grades up to 37% and is the only mountain climbing cog railway in the world that still uses steam power. It is an engineering marvel and is a National Historic Engineering Landmark.

Upon arrival at the base station on July 10th in time to catch the first train at 9:00 am, we encountered overcast and breezy conditions. The top of Mount Washington was in the clouds and it was windy. After discussing the weather with the Operation's Manager for the Cog Railway that would accompany us on our inspection, we all decided to inspect the lower half of the track on that day and leave the top half for the next day when the weather was forecasted to improve.

We rode outside on the front of the first coach so we could inspect the track structure on the way up. It was foggy, cool and breezy on the way up, with the smoke and the cinders from the engine occasionally blowing over us. Most of the time the cinders were cool, but once in a while a glowing cinder would blow down the back of your neck or land on your jacket leaving a small burn hole.

Upon arriving at the Halfway House, we got off the train and started down the mountain inspecting the track, cog rack and timber supports. The Cog Railway track is constructed totally above ground on a trestle because the ground varies so much on the way up the mountain.

The trip down the mountain walking beside, under and on the track structure is exciting because every step is a challenge. The track structure is steep and most times the ground around it is even steeper, and definitely more uneven and unstable with loose rocks and old timbers. Sprinkle the ground with more than 100 years of cinder build-up and it's like sliding on sand on a steep uneven obstacle course. You don't really "walk" down the mountain, it's more like "slide, stumble and skid to a stop". As the trains appeared and disappeared in the fog, we had to make sure that we were on the windy side of the tracks to avoid being showered with more hot cinders.

Our inspection evaluates the condition of the more than 1800 timber bents and their connections that make up the trestle structure. The two rails are inspected to ensure that they are bolted or spiked sufficiently to the timber planks, and that the joint bars connecting the rails are in good condition and properly bolted together.

The inspection of the lower half of the mountain took about 4-5 hours to complete. With weather conditions not much more promising for the next day, we decided we better dig out our recently packed away winter clothes for the next day's inspection.

John and I returned to the mountain on July 11th with ski parkas, gloves and winter hats in hand and prepared for cold weather at the top. Upon arriving we found out the weather was worse than expected. The entire mountain was in the clouds and fog, and it was windier than the day before at the top.



The NHDOT track inspectors are silhouetted against the fog as the Cog Railway train passes on its way to the summit of Mt. Washington.

We boarded the nearly full coach on the early train and headed up the mountain. As we neared the top of the mountain, the roar of the wind rose over the sound of the engine. The ground, trestle and tracks appeared different. Was the fog obscuring my view? Was the sun breaking out making the tracks look shiny? Was the thin air affecting my vision? It looked vaguely familiar, but I couldn't put my finger on it. In a flash it dawned on me what it was. IT WAS ICE! Rime ice was forming everywhere from the cold temperature and the blowing fog.

We got off the train and my vision became blurred. My glasses had instantly frozen over as I faced into the wind heading for the protection of the Observatory. The instruments there said it was 30 degrees with 40-60 mile per hour winds resulting in a wind chill factor of about 12 degrees.

We bundled ourselves in our winter gear and I took off my glasses since they would be useless outside anyway, and we headed into the weather and down the mountain.

The wind whipped fog nearly obscured the view of the train from the Observatory, a distance of only 40-50 feet. Everything was ice covered and slippery. The wind roared. The obstacle course down the mountain now became even more challenging with the ice and the wind. The sound of huffing and puffing in the distance preceeded the appearance of trains out of the fog belching smoke and ash over us, and carrying passengers surprised to see us appearing out of the fog all bundled up standing next to the tracks.

After we made our way down off the top and onto the side of the mountain, the effect of the wind was less and there was no ice. We stopped for a quick lunch near Jacob's Ladder on a ledge overlooking the Mount Washington Hotel in the valley below.

We completed our inspection of the top half of the mountain and met a train at the Halfway House that was headed down the mountain. We were issued earplugs and joined the engineer and fireman in the engine for a noisy and bumpy ride back down the mountain. At the bottom we were greeted with sunny and warm weather, quite a difference from the winter in July we had experienced on top of the mountain at the beginning of our day.

Drill Team Collects Important Information From Below The Surface of The Earth

They are on the site long before the bridge pier is poured, before construction begins on a boat ramp and long before any motorists check out a new road.

They are part of the Material and Research Bureau's Field Exploration Unit, charged with collecting soil samples, bedrock cores, and water table depths for issues like drainage work, foundation designs and slope stability.

They do their drilling in all kinds of weather, with state-of-the art geotechnical drill rigs, with innovations such as the hydraulic breakout wrench and rod holders which allow them to drill safer and more efficiently.

The 14-member Field Exploration Unit consists of the superintendent, supervisor, five drillers, five helpers and two backhoe operators.



"Though we are based out of the Highway Garage on Stickney Avenue in Concord, our home is in the field, from the quiet hills of Bath to the bustle of Route 28/111 in Windham," says Michael Hoelzel, supervisor of the Drilling Exploration Unit.

"We are out there every season getting accurate information for the designers of these projects."

Michael Hoelzel credits support from Highway Design and Survey for their help in the layout of the projects, and the Traffic and Turnpike Bureaus and the Highway Maintenance Districts for their expertise in knowing the roads and providing the traffic controls and staff to make the Field Exploration Unit's work possible.



Aeronautics

Aviation Users Advisory Board

NHDOT Director of Aeronautics Jack Ferns consults regularly with the Aviation Users Advisory Board (AUAB) on all matters related to the operation of New Hampshire airports and the registering of aircraft.

Created in 1986 by the NH legislature to replace the Aeronautics Commission, the AUAB also acts as the board of appeal for aeronautical matters.

Members pictured at right include: (left to right) Joe Brigham, Paul Fleming, Wes Lundquist, Mark Rowell, Joe Alosa and Bill White.





NEW HIRES

Abdullah Bilal, Civil Engineer 1, Construction
Eric Smith, Civil Engineer 2, Construction
James Walter, Highway Maintainer, 2, District 2
Lee Cheney, Highway Maintainer 2, Turnpikes
Kirk Mudgett, Civil Engineer 2, Highway Design
Dave James, Highway Maintainer 2, District 4
Jonathan Collins, Highway Maintainer 2, District 6
Michael Noonan, Information Center Attendant 1, District 5
Gary Ashton, Information Center Attendant 1, District 1
Philip Knowlton, Building Service Worker 1, Aeronautics
Anna Huff, Highway Maintainer 2, District 2
Darleen Turner, Accounting Technician, Turnpikes
Sean Gendron, Highway Maintainer 2, Turnpikes
William Correll, Engineering Tech 1, Highway Design
Bruce Cram, Survey Team Technician 1, Highway Design
Robert Smart, Toll Attendant 1, Turnpikes

Jason Darrah, Human Resources Tech., Human Resources
John Schlemmer, Highway Maintainer 1, District 3
Jon Homer, Engineering Tech 3, Construction
William Behrmann, Toll Attendant 1, Turnpikes
Samantha Fifield, Civil Engineer 2, Highway Design
John Pelletier, Heavy Equipment Mechanic, Turnpikes
Craig Pearson, Civil Engineer 3, Construction
David Bugbee, Engineering Tech. 3, Highway Design
Kenneth Howe, Engineering Tech. 2, Construction
Alan Little, Highway Maintainer 2, District 1
Philip Audet, Heavy Equipment Mechanic, Mech. Services
Michael Guerrette, Highway Maintainer 2, District 6
Russell Delisle, Highway Maintainer 2, Turnpikes
Walter Hunt, Bridge Maintainer 2, Bridge Maintenance
Richard Fry III, Engineering Tech 2, Materials & Research
Jonathan Warren, Laborer, Traffic

PROMOTIONS

Kimberly Withrow, Account Clerk 3, District 2
Raymond Bernier, Highway Maintainer 3, District 5
Nichole Roy, Tech Support Specialist 1, ITS
Roger Dionne, Civil Project Manager 3, Public Works
James Moore, Assistant Director of Project Development
Carl Hussey, Traffic Operations Technician, Traffic

Bill Janelle, Administrator, Right-of-Way
Steve Moulton, Tech Support Specialist 5, ITS
L. Robert Landry, Project Manager, Highway Design
James Minichiello, ROW Appraiser 3, Right-of-Way

Public Works Involved In The Construction of New NH National Guard Helicopter Facility

Construction is underway on a new \$19.4 million home for the NH Army National Guard's Blackhawk helicopter fleet and operations staff at its headquarters in Concord.

The NHDOT Bureau of Public Works oversaw the design of the project and is administering the construction contract. Michelle Juliano is the project manager and Tim Davis is the clerk of the works on the construction site.

The new Army Aviation Support Facility (AASF) will consist of a four-bay aircraft hanger (61,000 sq. ft.), flight operations/administrative space (32,000 sq. ft.), an industrial shop, a separate storage building for truck fuel, and taxi and parking space for aircraft. It will replace existing hangars and operations/office space that are antiquated and undersized.

The AASF was designed by SEA Consultants and is being built by Harvey Construction Corp. of NH.

Construction on the new facility next to Concord Airport began in August and will be completed in April 2004.



This Blackhawk helicopter and its flight crews will soon have a new and larger facility from which to base their operations. Work is underway on a new \$19.4 million complex in Concord.



SERVICE AWARDS

October 2002 through December 2002



35 YEARS

John Banks, Information Technology Services
James Law, Construction

30 YEARS

Douglas Rowden, Internal Audit
Bruce Taylor, Construction
Charles Hood, Environment
Edwin Bray, Bridge Maintenance
Pierre Parenteau, Bridge Design
Stephen Canton, Bridge Maintenance
Ernest Roy, Environment

RETIREMENTS (years of service)

Rachel Gagnon, Equal Employment Opportunity
Coordinator, Human Resources (32)
Nancy Bernier, Right-of-Way Appraiser 3,
Right-of-Way (16)
Lawrence Gaffney, Clerk of the Works 2,
Public Works ((32)
Merton Austin, Highway Patrol Foreman,
District 2 (30)
Patricia Platt, Toll Attendant 1,
Turnpikes (18)
Clement Merchant, Highway Maintainer 2,
District 3 (10)
Glenda Hill, Secretary 2, Bridge Design (22)
Elaine Garon, Data Control Clerk 3, Turnpikes (15)



Rachel Gagnon (above right) (Human Resources) was recognized for 32 years of state service at a July 25 retirement reception in her honor. Wishing Rachel good luck were Michelle Drouin and Debbie Weil.

25 YEARS

Theodore Lang, Bridge Maintenance

20 YEARS

Joseph Burbee, Jr., District 5
Jeffrey Shute, Public Works

15 YEARS

Robert Smith, Public Works
Douglas Rogers, Materials & Research
Jeffrey Davis, Turnpikes
Wayne Burt, Highway Design
Anthony King, Highway Design
Joseph Powers, Jr., District 3
Charles Dusseault, Materials & Research
Sandra Joyce, Information Technology Services
Edward Cofferen, District 5
Stephen Jones, Mechanical Services
Steven Homer, Transportation Planning
Laura McCarthy, Turnpikes
James Taylor, Transportation Planning
Joseph Harriman, District 1

10 YEARS

Kenneth Brazas, Highway Design
Jon Wilkinson, Highway Design
Kenneth Lawrence, Jr., District 4
Kenneth Crowther, District 1
John Sullivan, Bridge Maintenance
Debra Dutra, Turnpikes
Keith Rogers, District 5
Christopher Cantara, District 2
Lisa Huber, Turnpikes
Deborah Elliott, Environment
Lysa Bennet Crouch, ITS
Glenn Davison, ITS
Jonathan Hebert, Highway Design
Mark Marshall, Right-of-Way
David Smith, Highway Design
Nancy Ramsdell, Public Works
Russell Perkins, Materials & Research
Walter Young, Jr., Bridge Maintenance

District 3 Patrol Foreman Featured In "Tamworth Men In Hats" 2003 Calendar *Brian Chase Dons Only A Head Wrap And A Motorcycle To Help Local Charities*

When the "Women of Tamworth" calendar became a huge success last year, Brian Chase told a friend there was "no way in Hell" he would take his clothes off and pose for a similar calendar. But that was before photographer Annie Provenzano approached the NHDOT District 3 Patrol Foreman (Patrol Shed 302) with an offer that he ultimately could not refuse.

"She had a good sales pitch, promising me it would have 'artistic value' and the money raised would go to children's causes," Chase recalls.

So after thinking about it for two weeks, and despite still feeling a little uncomfortable, Brian said yes. Now there he is in the "Tamworth Men in Hats" calendar for 2003. Brian is featured during the month of June, sitting on his motorcycle and wearing only a Harley Davidson head wrap.

"The Tamworth Men In Hats are photographed as Mother Nature produced them (plus a hat) and as the Tamworth landscape silhouettes them," says the website (www.menoftamworth.com).

"Brian is a free spirit, who is passionate about Boston sports teams," according to text next to the photo. "Grandson of Edna Mason, the town's postmaster for 42 years, Brian continues the tradition of keeping people in touch, by maintaining the town's roads for the State Department of Transportation."

Brian Chase says he has no regrets about doing the calendar. As to whether he's getting any good-natured teasing, the 18-year NHDOT veteran says "It's been pretty mild so far."



The prospect of raising money for children's causes in his home town convinced Brian Chase to pose with his Harley Davidson for the "Tamworth Men in Hats" 2003 calendar. Last year's "Women of Tamworth" calendar was sent to all 50 states and appeared on all seven continents, raising more than \$75,000 for local charities.

Information about the project can be found on the internet at www.menoftamworth.com or by phone at (1-866-636-6364). (photo courtesy Annie Provenzano)

To Order the Tamworth Men in Hats 2003 Calendar, make check payable to:

Tamworth Foundation
\$15.00 + \$2.00 postage and handling
PO Box 135
Tamworth, NH 03886

What drought?



A furious and quick moving thunderstorm on July 23 overwhelmed catch basins at the NHDOT headquarters (J.O. Morton Building) in Concord for a short period of time. Steve Ludwick (ITS) took this photo at the height of the storm.

Transportation Planning Hosts 55th Annual Meeting of North Atlantic Transportation Planning Officials

Transportation planners from 12 States and six Canadian Provinces gathered at the Grand Summit Hotel and Conference Center in Bartlett for their 55th annual Conference from August 25-28.

Hosted by the NHDOT Bureau of Transportation Planning, the meeting looked at current and anticipated trends in the region's transportation needs. Among the topics discussed were Land Use, Buses as Rapid Transit, Bike Pedestrian Projects and the Development of Intelligent Transportation Systems.

Featured speakers included NHDOT Assistant Commissioner Gilbert Rogers, Cindy Burbank, Associate Administrator FHWA, and Joseph Werning from the FHWA Eastern Resource Center.

Quality Council
Success Story

Performance Measurement of Contract Plans

By C.R. Willeke

One of the Quality Council's objectives is to promote and share everyday success stories that involve Department personnel who provide an extra effort to make improvements in the Department's business operations. These efforts result in many improvements for the Department of Transportation and make the NHDOT a better place to work.

This success story is about the Department's Computer Aided Drafting and Design (CADD) Team and its implementation of a software package capable of verifying the use of CADD standards in all roadway and bridge drawings.

CADD standards are common in the engineering business and are developed to promote consistent drafting products that can be used by a wide variety of people during the design and implementation process of a project. The idea is that the more standardized the product, the faster and easier it becomes to use.

Because the NHDOT has many in-house design teams, as well as consultants, performing highway and bridge design services, drafting elements (such as line styles, line weights, and object symbols) can vary considerably when compared to each other.

The team saw the need to promote the use of CADD standards and turned to technology to help accomplish their goal.

The team developed a "request for proposal" and then selected a vendor to develop a software package capable of analyzing roadway and bridge drawings for compliance with the Department's CADD standards.

The software scans the drawing and identifies drawing components that do not agree with the Department's CADD standards. The software can be used at any time in the development process including: during the actual development of a drawing, upon the exit of a drawing, or through a reporting feature at the conclusion of the development of a drawing.

The designer can choose alternatives offered by the software package that meet the CADD Standards or manually change the item to the correct standard.

The software is currently being used and refined by in-house design teams. The intent is to refine the software package and then distribute the software, at no cost, to consultants with active NHDOT projects.

The Quality Council commends the project team for working hard to improve CADD operations and is glad to share your story with the rest of the Department.

The following team members were involved in this project:

Bill Caswell - ITS

Julie Mathews - ITS

Jerry Gall - ITS

Lysa Bennet-Crouch - ITS

Dane Prescott - ITS

Aaron Janssen - Bridge Design

Dennis Herrick - Highway Design



Raffle organizers Sharon Allaire (seated) and Anne Bogart (both of Transportation Planning) assist Director of Administration Doug Scamman with this year's drawing.

Christmas In July Raffle Raises Over \$1,500

A myriad of great prizes, ranging from a one week stay at Mittersill Resort in Franconia, to tickets for a boat ride on the Mt. Washington cruise ship, to admission to a professional lacrosse game, no doubt contributed to another successful Christmas in July raffle.

A total of 62 prizes were raffled off on July 25. They including 24 handcrafted items donated by NHDOT employees, with the balance contributed by New Hampshire businesses.

The \$1,567 raised will be used to purchase gifts for needy children as part of NHDOT employee participation in Operation Santa Claus.

Environment Bureau Hosts National Research Board Workshop In Durham 25 States Represented At "Don't Take The Environment For Granted" Conference



Environment Bureau secretaries Debbie Elliott (left) and Jackie Audet spent many hours at the workshop helping with registrations, questions etc. They made good use of the NHDOT's new "trade show" display board with the new logo.

In the right photo, the field trip to Franconia Notch included a ride up the aerial tramway. Larry Barfield (standing) from Florida checks out an elevation overlooking the I-93/Franconia Notch Parkway unmatched in the sunshine state.

Months of planning paid off for the Bureau of Environment and several assisting employees in the successful hosting of a Transportation Research Board Workshop at the New England Center in Durham from July 29 through August 1.

A total of 125 people from 25 states registered for the environmental workshop, which had the theme "Don't Take the Environment for Granted". The sessions covered an array of contemporary transportation/environment issues such as Land Use and Transportation, Right of Way Appraisals and Hazardous Waste, Stream Restoration and Conflict Resolution.

Commissioner Carol Murray provided opening remarks and Assistant Commissioner Gil Rogers hosted a tour of the "Context Sensitive Design" of the I-93/parkway project through Franconia Notch State Park and along the Kancamagus Highway National Scenic Byway.



NHDOT Employees Step Forward As Volunteer Trainers To Teach Safety Programs

Editor's Note: The recently completed safety and health training program for all NHDOT employees relied extensively on volunteer safety trainers. These volunteer trainers were required to take a week-long "train the trainers" session to familiarize themselves with the method of training and to learn the curriculum in preparation for the many months of classes needed to complete the task. Listed below are the NHDOT Training Facilitators who participated in the program.

Alan Barrington (Turnpikes)
Dale Purdy (Human Resources)
Ellen Harrington (Human Resources)
JoAnn Peterson (Human Resources)
Joseph Giunta (Traffic)
Stephen Mandeville (Materials & Research)
Roger Beliveau (District 5)
Norm Legere (Bridge Maintenance)
Katy Olson (Turnpikes)
Jim Viar (District 5)
Timothy Charbonneau (District 1)
Susan Quigley-Moran (Human Resources)
Margaret Smith (District 5)

Brian Pike (Mechanical Services)
Daniel Fogg (District 1)
James Payne (District 5)
Jon Johnson (District 2)
Lane Evans (District 3)
Steve McKinley (District 2)
Bob Critchett (District 6)
Peggy Meiler (Turnpikes)
Mary Audette (Turnpikes)
George O'Brien (District 5)
Sharon Caprarello (Human Resources)
Michael McDonald (Human Resources)

Brian Easler (Highway Design)
Dennis Croteau (District 1)
Ryan LaVoie (District 4)
Ken Knowlton (Traffic)
Paul Gagne (District 1)
Steve Whipple (District 5)
Sandy Goulet (Turnpikes)
Bill Shanahan (Turnpikes)
Marie Mountain (Turnpikes)
John Corcoran (Traffic)
Robert Lang (Traffic)
Gary Bartlett (District 6)

Emergency Reference Markers Installed On Interstate 93

Test Section From Salem To Manchester Aims To Improve Emergency Response Capability Along Busy Corridor - Early Results are Promising

Motorists driving on an 18-mile section of Interstate 93 in New Hampshire are now able to more accurately convey the location of a highway incident to emergency personnel.

The implementation of a new Emergency Reference Marker Program began in August with the installation of highway signs that will provide information to assist motorists in identifying their location by providing the direction, route and mile location of travel.

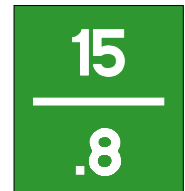
This test program from the New Hampshire/Massachusetts state line in Salem to the I-93/I-293 split in Manchester is part of an overall incident management plan for the Interstate 93 corridor. It is a coordinated and cooperative effort between the New Hampshire Department of Transportation, the Federal Highway Administration, NH State Police and local emergency response agencies to improve safety along this busy corridor.

There are two sizes of emergency response markers installed at two-tenths of a mile increments (five per mile) along both the northbound and southbound directions on the median side of the highway. The larger signs (above right graphic) (18 inches wide by 42 inches tall) at each mile mark include the direction of travel, route information and the mile number. The smaller signs (lower left graphic) (14 inches wide by 24 inches tall) show the last mile number and the tenths of a mile from the last mile marker.

"The Emergency Reference Marker Program is a great complement to the E-911 System," says NHDOT Project Manager Jim Colburn.

"Emergency response personnel along the I-93 corridor say motorists reporting an incident often cannot pinpoint their location or give conflicting information, thus delaying the response. This is a high speed, high traffic volume highway and anything we can do to improve emergency response time to the scene has the potential to save lives as well as clear the road faster and prevent congestion and secondary crashes."

Early indications are that the signs are making a major difference. Before the signs were in place, less than half of the cell callers in the test area knew where they were. With the signs installed, cell call tracking has shown that out of 66 calls in that section of I-93 (as of 9/30/02), only two needed assistance with their location!



Transportation Planning

Helping To Create Communities That Are Safe Places To Walk

Working the walking crowd...



Like a veteran politician, Lou Barker (left photo) (Transportation Planning) had no problem getting the attention of students at Conant School in Concord on October 2.

The internationally celebrated event was the annual "Walk to School Day" to highlight the many benefits of walking.

Barker and Tom Jameson (Planning) handed out bicycle maps, safety flyers and CD's as part of the effort to promote the NHDOT's bicycle and pedestrian program.

Last year nearly three million walkers from 21 countries walked to school together on "Walk to School Day", working to create communities that are safe places to walk.



LETTERS

Editor's Note: This is an excerpt from a letter printed in the Concord Monitor.

On behalf of myself, Glenn Duffin's wife, and our children, I wish to thank all of you who showed your love and support with the hundreds of cards, Masses, wonderful food, calls, fundraisers and flowers.

We greatly appreciate those who gave monetary support in the Duffin children's fund via Franklin Savings Bank and the brotherly support of the state Department of Transportation and Planning Memorial Fund. The children and I extend our thanks and love to all.

I would expecially like to thank all of our friends and Glenn's co-workers who have gone above and beyond in helping us during this difficult time. It will never be forgotten.

**Patricia Hawthorne-Duffin
Danbury, NH**

What a beautiful American byway N.H. Department of Transportation has provided for the citizens of Conway. It is a world class all-American road in a world class region of our great country. I am sure the tourist industry in our area will benefit strongly by its presence.

The existence of this new infrastructure has brought to light, in a most vivid way, what we citizens have been deprived of all these years. Imagine a longer bypass from the intersection of Route 16 and Route 112 to Glen.

We should all applaud the Department of Transportation for their work. We should also implore them to add yet another great American byway to our North Country's inventory.

Fred Wray
Glen, NH

Editor's note: The above letter was published in The Conway Daily Sun on September 13, 2002. See also story on page 1 and photos on page 19.

On the Move

Editor's note: Linda Smith is a relocation advisor with the NHDOT's Bureau of Right-of-Way.

August 16, 2002

Dear Commissioner Murray:

Trolley Way, Manchester was part of the relocation process for the access road leading to the Manchester Airport. We received our approval for acquisition in August 2001. At that time we were told that a relocation advisor would be assigned to us and that this person would help guide us through the process.

Linda Smith was assigned to us as our relocation advisor and we were told that we were her first clients. Early on in the process we soon learned that Linda was not just our relocation advisor, but was our strength, confidence and above all a friend who kept encouraging us to keep the faith that we had to get through this, as Linda herself experienced difficulty with our builder. We believe Linda has been our Guardian Angel and we will miss her as her job with us has finished.

We want to wish her the best of luck in her career. We have seen first-hand how dedicated and hard working she is and we know that she is a valuable asset to the State of New Hampshire.

Phyllis and David Evans
Manchester, NH

Turnpikes "Bag in the Vault" Innovation Wins National AASHTO "Team Excellence" Award

A coin/token collection system developed by a team of Turnpikes Bureau employees has won a 2002 "Team Excellence Program" award from the American Association of State Highway and Transportation Officials (AASHTO).

The "Bag in the Vault" initiative was aimed at reducing injuries, saving time, and improving efficiency in toll collection operations. The Turnpikes project team reworked the equipment and the process to allow coins deposited at toll facilities to be collected directly into bags, replacing a cumbersome and time-consuming system of removing and moving heavy vaults. The new system is much easier to manage and has resulted in a dramatic drop in reported injuries related to vault handling.

Only nine of the 64 teams competing in this year's AASHTO Team Recognition Program attained the "Pathfinder" level of performance excellence.

Those participating in putting together the awards application included Susan Smith, Mike Brown, Linda Cate and Elaine Belisle-Lapointe (all from Turnpikes) and Paul Sanderson (NHDOT Hearings Officer).

Materials and Research

Marc Fish Wins Top Honors in Northeastern Masters Pole Vault Competition
NHDOT Earth Scientist Also Finishes Third In National Masters Championships

At an age when many are winding down or ending their athletic careers, Marc Fish just keeps cranking his up.

Already a participant in several triathlons, the 40-year old Earth Scientist in the Materials and Research Bureau has now got back into pole vaulting in a big way after a 17-year hiatus.

In July, Marc won the pole vault competition in the 40-44 age group at the Northeastern Masters Outdoor Track and Field Championships at Springfield College with a vault of 11 feet, six inches. The following month, Marc took third in the National Master Championships at the University of Maine at Orono in the same age group with a vault of 12 feet!

Marc Fish vaulted in college for the University of Colorado where he achieved a best vault of 17 feet. The Candia resident plans to continue to train for next year's regional and national Masters competitions, as well as the World Outdoor Masters Championships in Puerto Rico.

"I vault because it's a lot of fun," Marc says. "There is a certain thrill one gets from running full speed down a runway with a 14-foot fiberglass pole and then planting it into a box, without slowing down, to get thrown up into the air and over a bar."

When he's not working or training, Marc Fish is volunteering as a pole vaulting coach for the University of New Hampshire's track and field team. He also helps coach pole vaulting for the Concord High School track team.



Marc Fish is still going strong in the demanding sport of pole vaulting. This photo captures his third place vault during the National Masters Track and Field Championships at the University of Maine in August.

Now That's A ~~Great~~ HUGE Pumpkin!

Pretty proud of that pumpkin you just grew in your garden? Then don't try to put it up against the award-winning jack-o-lantern grown this summer (since May) by District 5's Geoffrey Peirce (Patrol 510 - Milford).

Peirce's 982.5 pound "Atlantic Giant" took fifth place in New England when it was weighed-in October 5 at the Topsfield Fair in Massachusetts, translating in monetary terms to a \$500 cash prize! The overall winner set a new world record at 1,337 pounds!

Geoff says he used blankets and a friend's tailgate lift to transport his winning pumpkin to and from the fair. This is the second year the Highway Maintainer 2 has entered his oversize pumpkins in contests.

Geoff wasn't bothered by the fact that his three-colored pumpkin was also named the "ugliest pumpkin" at the fair. Why should he be? That title got the Francestown resident another \$100! That's enough for plenty of Miracle Gro.



The Division
of Aeronautics
announces
Tricia Schoeneck Lambert,
Senior Aviation Planner,
is on maternity leave
following the birth
of her daughter,
Shea Elizabeth Lambert,
on August 14.





NHDOT People



The October 7 ribbon-cutting at the new Springfield Rest Area also served as an appropriate occasion to congratulate District 2 Information Center Attendant Richard Gregory for 25 years of service. Doing the honors in presenting a 25-year certificate and pin were Commissioner Carol Murray and District 1 Executive Councilor Ray Burton.

25-Year Service Awards



Bob Barry (above), Administrator of the Municipal Highways Bureau, and Doug Rowden (below), NHDOT Audit Manager, were saluted by Commissioner Murray and Assistant Commissioner Gil Rogers for 25 years of state service at recent major staff meetings.



On the Move



Friends and co-workers surprised Glenda Hill with a transportation-related retirement present at a party in her honor. The Secretary 2 in Bridge Design retired September 27 after 22 years of service to the NHDOT. Other stops along the way included Rail and Transit and Mechanical Services.

Glenda actually began working for the DOT 42 years ago in Highway Design before taking time off to raise her four children. She says she is looking forward to relaxing, riding her new bike, and not having to get up to go to work.

What's it feel like to finish 2,262nd in a race? Pretty darn good if 28,000 runners finished behind you! Doug Gosling, Operations Engineer in Bridge Maintenance, ran his first marathon in Chicago on October 13 and finished in the very respectable time three hours, 16 minutes and 11 seconds.



Richard Thoroughgood (Bridge Maintenance) was recently recognized for 25 years of state service by Administrator Ed Welch.

A Barnstead resident, Richard is Superintendent for Bridge Maintenance Crew 14.

Bridge Design #2 Team Captures 2002 Commissioner's Cup Golf Tourney
District 1(A) Team Takes Second and District 5(B) Team Finishes Third



The 2002 NHDOT Commissioner's Cup stays with the Bridge Design #2 team which successfully defended its title on September 10 at the Loudon Country Club. Team members include: (left to right) Bob Landry, Frank Mead, Steve Liakos and Pete Parenteau.

With one new face added to the mix, the Bridge Design #2 team has successfully defended its title and will hang on to the Commissioner's Cup for another year.

Playing in very warm weather on September 10 at the challenging Loudon Country Club, the Bridge Design #2 team of Bob Landry, Frank Mead (Captain), Steve Liakos and Pete Parenteau still shot a blistering 9 under par 63 to take top honors.

This year's runner-up (following a third place finish last year) was the District 1A team of Brian Charland, Skip Derosia, Duane Stone Sr. and Mark Huntoon.

Third place went to the District 5B team of Gerald O'Donnell, Joseph Burbee, Matthew Courser and Gerald Barss.

First Place	Bridge Design #2
Second Place	District 1A
Third Place	District 5B
Fourth Place	Survey #1
Fifth Place	District 3B
Sixth Place	Administration #1
Seventh Place	Bridge Maintenance #2

Closest to the pin the the par 3's with first shot

Hole 8	District 2A
Hole 11	District 3B
Hole 13	Public Works

Closest to the pin on the Par 4's with second shot

Hole 1	Materials and Research
Hole 3	Traffic
Hole 5	Engineering Audit
Hole 7	Construction #2
Hole 9	District 1B
Hole 10	FHWA
Hole 14	Bridge Maintenance #1
Hole 15	Traffic
Hole 17	District 5A
Hole 18	Railroads



The annual NHDOT Commissioner's Cup golf tournament is never officially over until the Stan Lillis putt-off is completed. This year the Construction #1 team of Karen Gola, Jesse Dennis, C.R. Willeke and Mike Burlage took first by getting a single putt closest to a designated hole on the Loudon Country Club practice green.

Bridges are Us....

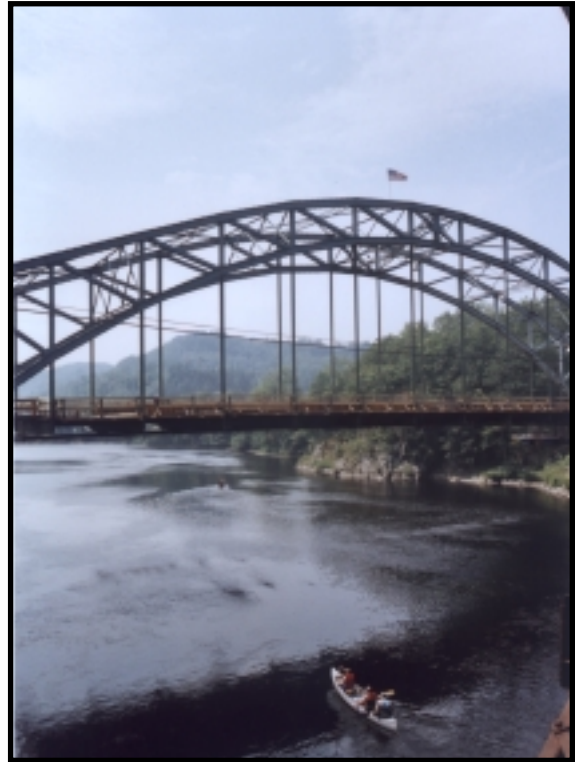
Editor's note: There was plenty of bridge repair and replacement projects going on across New Hampshire during this construction season. Here are a few examples of improvements being made.



Work continues on rehabilitating two bridges connecting New Hampshire to Vermont over the Connecticut River. The above photo shows lead paint removal work at the Samuel Morey Memorial Bridge between Orford, NH and Fairlee, VT.

In the above right photo, canoeists pass under the Haverhill, NH-Newbury, VT bridge rehab project.

The \$4.56 million project is utilizing a nearby railroad bridge for a traffic detour.



The above photo shows work getting underway on a bridge replacement over the Mascoma River in Enfield. The \$3.9 million project involves the replacement of three structurally deficient bridges in Enfield.



The above photo shows the progress in the widening and rehabilitation of the US Route 3 Bridge over Harvard Brook in Lincoln.

The left photo shows the completed replacement of the Grist Mill Hill Road Bridge over a recreational trail in Canaan with a structural plate-pipe arch.

Ribbon Cuttings....



Governor Jeanne Shaheen pulled two excited girls out of the crowd to help her and other state, federal and local officials cut the ribbon marking the opening of the new Hillsborough Bypass.

The five-mile, \$33 million project required the excavation of nearly 2 million cubic yards of material, 72,000 tons of asphalt, 17,000 linear feet of chain link fence and four years to build.

....and Conway



Nearly 200 people turned out for an August 30 ceremony to open the new North-South Road in Conway. The 2.8 mile road aimed at relieving traffic congestion along Route 16 in North Conway is already carrying more than 5,000 vehicles a day.

In the above photo, NHDOT Commissioner Carol Murray tells those gathered to "Enjoy the ride!" shortly before the ribbon is cut.

Among those looking on during the ceremony were NHDOT personnel who played key roles in the project (above right photo - left to right) Jim Bowles (District Construction Engineer), Bob Landry (Highway Design), Don Lyford (Project Manager) and Bill Oldenburg (Highway Design).

A caravan of antique cars (right photo) officially opened the new road.

In Hillsborough....



In addition to improving east-west travel on Route 9, Hillsborough residents are also hoping the new bypass will lead to the revitalization of a downtown that has been choked by traffic for several years.

"This is our chance to market Hillsborough as a destination, not just a pass through," Kathryn Lookofsky, executive director of the group Hillsborough Pride, told the *Concord Monitor*.



Roads Once Traveled...



This undated photo appears to date back to the early 1900's. This road construction equipment is either being stored or displayed next to the New Hampshire State House in Concord.

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